

MEMORANDUM FOR: Susan A. Kennedy
Acting NEPA Coordinator

FROM: Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: DEIS-0312-02 Program Development Studies & Plan - Phase I
Macomb Area Study McDonough County, Illinois

The subject statement has been reviewed within the areas of the National Ocean Service (NOS) responsibility and expertise and in terms of the impact of the proposed actions on NOS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the National Geodetic Survey's home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov>. After entering the this home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the National Geodetic Survey data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about geodetic control monuments, please contact Galen Scott; SSMC3 8620, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; Telephone: 301-713-3234 x139; Fax: 301-713-4175, Email: Galen.Scott@noaa.gov.

A-91



U.S. Department of Housing and Urban Development
Environmental Staff
Region V
77 W. Jackson Blvd.
Chicago, Illinois 60604-3507

January 30, 2004

Mr. Joseph E. Crowe, P.E.
District Engineer
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602



Dear Mr. Crowe:

SUBJECT: Macomb Area Study - DEIS
McDonough County, IL

Thank you for the opportunity to comment on the proposed project. HUD has an interest in urban development and transportation systems have far ranging impact on our urban fabric. The EIS is very well researched and testifies to the prodigious planning effort for this project. Many factors have been considered and many voices heard for this fine project. IDOT deserves a great deal of praise for this outstanding effort.

In our society transportation services are principally defined by our roadways, but advocates of sustainable development call for more choice. Our European counterparts, for example, have significant public transportation ridership and extensive bicycle and pedestrian networks. As noted in the DEIS, the *Macomb Comprehensive Plan* includes a provision to "Provide an adequate and safe automobile, pedestrian, bicycle, truck, rail, and air transportation system that is designed to support the overall physical, social and economic goals and objectives of the community." The DEIS notes that "There are no designated multi-use or bicycle trails within the City of Macomb, McDonough County, or the project corridor. (Western Illinois University has several shared pedestrian/bicyclepaths on campus)." Although the DEIS concludes that "An alternative mode of transportation, such as bus service is not a practical alternative" for this size community it is not clear why bicycle or pedestrian improvements cannot be considered. National transportation policies call for movement away from single-minded focus on highway projects. USDOT's website states that

TEA-21 continues and expands provisions to improve facilities and safety for bicycles and pedestrians. The eligibility of NHS funds is broadened to include pedestrian walkways, and safety and educational activities are now eligible for TE funds. Other changes ensure the consideration of bicyclists and pedestrians in the planning process and facility design. (emphasis added)

The American Planning Association also supports this concept. APA's website lists

Support reauthorization of the nation's transportation laws based on principles of increased choice, access, equity, flexibility, public engagement and livability through planning

as one of its national priorities. The Surface Transportation Policy Project in its policy platform for TEA-21 reauthorization, points out that, "transportation spending in many states has been shifting back to highway construction and away from repair of existing facilities and away from more environment-friendly, efficient modes of travel." The group calls for

- The development of comprehensive long-range state transportation plans that describe a strategic framework for the billions being invested.
- The leveling of the playing field between highway and transit projects.
- The inclusion of bicycle transportation in state and regional planning.

I urge you to consider accommodating the needs of bicyclists and pedestrian in this transportation planning for the Macomb area. This "area study" does not identify any planned non-roadway improvements. Every roadway project presents an opportunity to work towards more sensible, sustainable transportation network. Once the project is set in concrete we have missed our opportunity for another generation or two.

Two other points. I'm confused by the treatment of the taking of prime agricultural land. The EIS notes

As proposed, 66 percent, or 189 hectares (467 acres), of the total farmland that would be converted by the project from agricultural use is classified as prime farmland (see Table IV-6)...Another 17 percent, or 50 hectares (123 acres), of farmland that would be converted is classified as important farmland.

USDA and IDA's positions are unclear. Is the September 23, 2003 letter the latest expression of their position? Why isn't the LESA score (260) included in the DEIS discussion (on page IV-22)?

You might also want to consider expanding your discussion of the economic impacts to note that some literature avers that bypasses sometimes have a negative impact upon smaller communities. Your conclusion of no adverse impact in this case appears appropriate, but the spirit of the EIS process is full disclosure of each concern.

Please also note that all future correspondence should be with the Chicago Regional Office of HUD; you should not send requests for comments to Washington, D.C. This is the primary reason that HUD did not make your due date of January 13, 2004. Once we received the CD-ROM we were able to respond within the 45 days specified in 40 CFR 1506.10.

Sincerely,

Eugene Goldfarb
Eugene Goldfarb

Midwest Environmental Officer

cc: James Van der Kloot, USEPA



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

February 27, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 030010-01

Mr. Eugene Goldfarb
Midwest Environmental Officer
U.S. Department of Housing &
Urban Development
Region Five
77 West Jackson Boulevard
Chicago, IL 60604-3507

Dear Mr. Goldfarb:

Thank you for your comments on the Draft Environmental Impact Statement (DEIS) for the Macomb Area Study. A copy of your letter dated January 30, 2004 is enclosed. Your letter addressed the following concerns: 1.) Bicycle and pedestrian trails, 2.) Agricultural issues, and the 3.) Economic impact of a bypass.

1. Bicycle and Pedestrian Trails: The Department's policy requires that the demand for bicycle and pedestrian traffic be assessed to allow the Department to make accommodations when needed. The Department's position is to have the existing network of city streets, township roads and county highways accommodate the needs of pedestrians and bicyclists. The alignment of the new road is largely in an undeveloped area. There are not many places, such as schools, shopping areas, and municipal parks, which would generate sufficient bicycle or pedestrian traffic to support a separate trail. Spring Lake and Argyle Lake State Park can be accessed today by using the existing network of roads. This access to the existing network of roads will be maintained. The county highways or township roads were not severed for the bypass; the existing network of roads will be maintained.

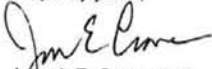
The Department is aware of the efforts of a regional task force to develop greenways and a trail plan for the Macomb area. Once the plan is approved and adopted by the local governments, the Department will take into consideration all requests to accommodate future trails on state right-of-way.

Mr. Eugene Goldfarb, Midwest Environmental Officer
U.S. Department of Housing & Urban Development
RE: Macomb Area Study
February 27, 2004
Page 2

2. Agricultural Issues: Your letter stated the U.S. Department of Agriculture (USDA) and the Illinois Department of Agriculture (IDOA) positions were unclear and you inquired why the LESA Score for this project was not included in the DEIS. Both the USDA and the IDOA have completed the Natural Resource Conservation Service Form AD-1006, which is used for tracking the conversion of farmland. No additional correspondence was received from the USDA. IDOA sent a letter dated January 15, 2004 commenting on the DEIS. The letter stated the project was consistent with the IDOT's Agricultural Land Preservation Policy, and was in compliance with the State's Farmland Preservation Act. A copy of this letter will be included in the FEIS. The LESA Score for the above-mentioned project will be added at the end of the "Agricultural Discussion" in Section IV of the FEIS.
3. Economic Impact of a Bypass: Your letter expressed concerns regarding the impact of a bypass in smaller communities not being adequately addressed in the DEIS. Section IV.B.6, "Business Impacts," discusses the diversion of traffic to the bypass, traffic dependent businesses which might be affected, and the reduced exposure to potential customers. The Department is in agreement that the DEIS adequately discloses potential business impacts.

Please contact Paula Green of our office at (309) 671-3478 if you have would like to discuss information in the DEIS in further detail.

Very truly yours,


Joseph E. Crowe, P.E.
District Engineer

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cc: Parsons, Brinckerhoff, Quade & Douglas (Attn: Mr. John Page)
Environment (P Green)



IN REPLY REFER TO:

cc: T. Lacy
Squad 9
United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

January 12, 2004

ER 03/985

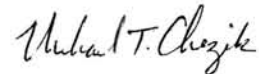
Mr. Norman R. Stoner, P.E.
Division Administrator, Illinois Division
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703-4514

Dear Mr. Stoner

The U.S. Department of the Interior (Department) has reviewed the October 2003 Draft Environmental Impact Statement (DEIS) for US Route 67 (FAP 310) and Illinois Route 336 (FAP 315), Macomb Area Study, McDonough County, Illinois. The DEIS adequately addresses the concerns of the Department regarding fish and wildlife resources, as well as species protected by the Endangered Species Act. We find the preferred alternative acceptable with respect to these resources and species. We have no comment on the adequacy of other resource discussions presented in the document.

We appreciate the opportunity to provide these comments.

Sincerely,



Michael T. Chezick
Regional Environmental Officer

cc Mr. Joseph E. Crowe, P.E.
District Engineer, Division of Highways/District 4
Illinois Department of Transportation
401 Main Street
Peoria, Illinois 61602-1111





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
4469 48th Avenue Court
Rock Island, Illinois 61201
Phone: (309) 793-5800 Fax: (309) 793-5804



cc: T. Lacy
S. Lababidi



February 25, 2004

Joseph E. Crowe, P.E., District Engineer
Illinois Department of Transportation
Division of Highways District 4
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Crowe

This letter provides comments regarding the Draft Environmental Impact Statement for the Macomb Area Study, US Route 67 (FAP 310) and Illinois Route 336 (FAP 315), McDonough County, Illinois. We have reviewed the document and have the following comments.

We concur that this project will have no effect on federally listed threatened or endangered species. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated.

As this project progresses through the planning and design phases, we encourage continued implementation of the "avoidance and minimization" concept of impacts to natural resources in the project area. We encourage efforts to continue minimizing impacts to wetlands and implementation of the Illinois DOT Wetlands Action Plan. We agree with the recommendations for mitigation measures outlined in the DEIS (Section IV.Q).

This letter provides comments under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); and the Endangered Species Act of 1973, as amended. If you have any additional questions or concerns, please contact Heidi Woerber of my staff at (309) 793-5800, extension 209.

Sincerely,

Richard C. Nelson
Supervisor

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JAN 08 2004



REPLY TO THE ATTENTION OF

B-19J



Joseph E. Crowe
District Engineer
Illinois Department of Transportation
Division of Highways/District 4
401 Main Street
Peoria, Illinois 61602-1111

Re: Comments on the Draft Environmental Impact Statement for the Macomb Area Study, U.S. Route 67 and Illinois Route 336 in McDonough County, Illinois - EIS No. 030514

Dear Mr. Crowe:

The U.S. Environmental Protection Agency Region 5 (U.S. EPA) has reviewed the Macomb Area Study Draft Environmental Impact Statement (EIS). Our comments in this letter are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

The City of Macomb currently experiences reduced safety and increased travel times for local and regional drivers. In addition, the project area was the subject of a planning process that began in the 1960's when the need was expressed for an improved highway system in west central Illinois with linkages to larger cities in Illinois, Iowa, and Missouri.

The purpose of the proposed project is to build an access-controlled, four-lane bypass in order to increase safety and reduce congestion in and around Macomb. The bypass will also link east-west roads and allow for continuation of US 67, US 136, and proposed Illinois 336.

The Draft EIS evaluated only one Build alternative in detail, in addition to the No-Build alternative. Considerable information regarding other alignment studies was included. Work conducted from 1994 to 2003 to identify a preferred Macomb Bypass alignment using either a Northwest/Northeast Corridor combination or a South/Northeast Corridor combination was described in detail. Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) collaborated with public agencies during the alignment study work. The U.S. EPA was involved in the screening of alignments during this phase. Ultimately, the alignments utilizing the southern corridor were dropped because they were longer, more expensive, and had greater agricultural impact. FHWA and IDOT identified their preferred alternative in the Draft EIS, which utilized the Northwest/Northeast corridor.

Based on our review of the Draft EIS and conversations with your staff, the U.S. EPA has rated the Draft EIS as "Lack of Objections (LO)." The "LO" means that we have no environmental concerns with the proposed action. This rating will be published in the Federal Register. A copy of our rating definitions is enclosed.

While we have not identified environmental impacts that should be avoided or mitigation options that should be employed, we recommend that FHWA and IDOT clarify proposed stormwater runoff mitigation activities. In particular, we suggest additional explanation be included in the Final EIS regarding stormwater runoff and erosion control measures that will be used near the two river crossings of the East Fork of the La Moine River and special habitat areas.

Likewise, we recommend more detailed information be included in the Final EIS that explains why wildlife underpasses where sited where they are. After discussions with IDOT District staff, we understand that these locations were selected in an attempt to link habitat types suitable for wildlife on each side of the proposed road. The level of detail found in Exhibit II-3d would be helpful to illustrate the various landscape elements (e.g., habitat types, mitigation sites by type, underpasses, waterbodies, riparian areas, botanical survey areas) across the entire length of the project and how they will be linked following construction.

We recommend that FHWA and IDOT mitigate for impact in-kind using native species as much as possible. To better track mitigation efforts in the Final EIS, it would be helpful to include a chart listing acres (by type) lost to roadway construction, mitigation ratios, and proposed mitigation acres (by type). Finally, we noted that correspondence between your agency and the U.S. Fish & Wildlife Service regarding Federal threatened and endangered species was not in the Draft EIS. The Final EIS should include this correspondence.

Thank you for the opportunity to review and comment on this Draft EIS. Please send a copy of the Final EIS to our office once it has been prepared. Should you have any questions, please do not hesitate to contact Sherry Kamke of my staff at (312) 353-5794 or Kathy Kowal at (312) 353-5206.

Sincerely,



Kenneth A. Westlake
Chief, Environmental Planning and Evaluation Branch

Enclosure

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 1, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS - PHASE I
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 030010-01

Mr. Kenneth A. Westlake, Chief
U.S. Environmental Protection Agency
Environmental Planning and Evaluation Branch
Region Five
77 West Jackson Boulevard
Chicago, IL 60604-3590

Dear Mr. Westlake:

Thank you for your comments regarding the Draft Environmental Impact Statement (DEIS) for the Macomb Area Study. A copy of your January 8, 2004 letter is enclosed for your reference. Your letter addressed four concerns: 1.) Stormwater Run-off; 2.) Placement of Wildlife Structures; 3.) Better Accounting of Vegetative Cover Impact and Mitigation; and, 4.) U.S. Fish & Wildlife Service Correspondence.

1. Stormwater Run-off: In your letter, you suggested that the FEIS contain additional explanation regarding stormwater run-off and erosion control measures in areas near the two river crossings and special habitat areas. The FEIS will include added examples of erosion control features, such as the following:

- Use of stabilizing vegetation;
- Design of the freeway embankment with flatter slopes to reduce erosion potential, in addition to ditch benching of the slopes to reduce the runoff rate;
- Use of sediment basins to trap sediment before it leaves the construction area;
- Use of ground stabilizers to prevent particle dislodgment which could include rip rap or other man-made materials;
- Use of temporary erosion control measures during construction, such as ditch checks, silt fence, erosion blankets, and seeding of disturbed areas;
- Clean fill for contractor access;
- Diversion channels.

Mr. Kenneth A. Westlake, Chief
U.S. Environmental Protection Agency
RE: Macomb Area Study
March 1, 2004
Page 2

Erosion control measures will be implemented throughout the project area in accordance with current IDOT policy, as stated in IDOT Joint Design/Construction Procedures Memorandum on Erosion and Sediment Control. An erosion control plan will be prepared as part of the construction contract documents. These documents will specify the erosion control features in detail. The Army Corps of Engineers - Section 404 Permit will be required for applicable stream crossings, in addition to the Clean Water Act National Pollutant Discharge Elimination System (NPDES) requirements.

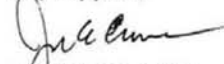
Applicable measures to control soil erosion at drainage ways and river crossings will include the following: ditch checks and sediment basins to reduce run-off velocity; silt fence at the perimeter of embankment to contain sediment; erosion control blanket on fore-slopes and back-slopes; temporary seeding; mulch; flattened slopes; ground stabilization by means of rip rap or man-made materials; and clean fill for contractor access or diversion channels.

2. Placement of Wildlife Crossing Structures: Your letter recommended to have the reasoning behind the placement of these crossings explained in further detail. The FEIS will mention that the crossings were located in an attempt to connect valuable habitat on one side of the roadway to valuable habitat on the opposite side of the highway. Table IV-19 "Wildlife Crossings" will be revised to indicate the type of habitats linked by the wildlife crossings. To help display this linkage, the location of the wildlife crossings will be included on Exhibit II-2, which shows vegetative cover types.
3. Better Accounting of Vegetative Cover Impact and Mitigation: You letter suggested to have the FEIS include a listing by type of vegetation of estimated acres impacted, mitigation ratios and acres of mitigation. This information can be found in Table IV-18 "Impacts to Upland Vegetation Cover Types", and also included in the summary at the end of Section IV.H.3 "Minimization and Mitigation of Impacts of the EIS." You also recommended the use of native plants for mitigation. It is the policy of the Department to plant species native to Illinois on their right-of-way.
4. U.S. Fish & Wildlife Service correspondence: Your letter stated the FEIS should include correspondence for U.S. Fish & Wildlife Service concerning threatened and endangered species on the federal level. A letter from the U.S. Department of Interior has been received stating that the DEIS adequately addressed fish and wildlife resources and species protected by the Endangered Species Act. This letter will be included in the FEIS.

Mr. Kenneth A. Westlake, Chief
U.S. Environmental Protection Agency
RE: Macomb Area Study
March 1, 2004
Page 3

Please contact Paula Green of our office at (309) 671-3478 if you have any questions concerning this issue.

Very truly yours,


Joseph E. Crowe, P.E.
District Engineer

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cc: Environment (P. Green)
Parsons, Brinckerhoff, Quade & Douglas, Inc. (Attn: Mr. John Page)

JAN-15-2004 16:00

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Illinois
Department of
Agriculture

Rod R. Blagojevich, Governor • Chuck Hartke, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-6281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

January 15, 2004

Mr. Joseph E. Crowe, P.E., District Engineer
Illinois Department of Transportation
Division of Highways/District 4
401 Main Street
Peoria, Illinois 61602-1111

Re: **US Route 67 (FAP 310) and Illinois Route 336 (FAP 315)**
Draft Environmental Impact Statement (EIS)
Macomb Area Study
McDonough County, Illinois

Dear Mr. Crowe:


The Illinois Department of Agriculture (IDA) has completed its review of the agricultural impacts associated with the continuation of US 67, US 136, and proposed Illinois 336 around the City of Macomb. The preferred alternative is a four-lane, fully access control facility limited to interchanges with selected public highways. The IDA conducted a Study of Agricultural Impacts (copy enclosed) associated with the request in accordance with the rules governing the state's Farmland Preservation Act (505 ILCS 75/1 et seq.).

Based upon our study, the IDA recommends that the IDOT District 4 proceed with the highway improvements. The IDA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Should you have any questions regarding our review of this road improvement or our study, please contact Terry Savko of my staff at 217-785-4458.

Enclosed are two copies of the USDA NRCS Form AD-1006 that is used to track conversion of farmland to a non-agricultural use. One is for inclusion in the Final EIS; the other is for your files.

Sincerely,


Steve Frank, Chief
Bureau of Land and Water Resources

Enclosures-2
SF:TS

cc: Governor Rod R. Blagojevich
Senator Emil Jones
Senator Frank Watson
Representative Michael Madigan
Representative Tom Cross

Senator John Sullivan
Representative Rich Myers
Inter-Agency Committee
Duane Mansir, McDonough Co. SWCD
Agency Project File

A-97

ILLINOIS DEPARTMENT OF AGRICULTURE
STUDY OF AGRICULTURAL IMPACTS

Macomb Area Bypass Study
US Route 67 (FAP 310) and IL Route 336 (FAP 315)
McDonough County, Illinois

The Illinois Department of Agriculture (IDA) conducted a study of agricultural impacts on the proposal by the IDOT District 4 to construct a four-lane bypass around the northern half of Macomb. The preferred alternative, which passes through a primarily rural area, involves the construction of a four-lane freeway that includes interchanges on US 136 west of Macomb, US 67 north of Macomb and relocated US 136 east of Macomb. The results of our study are as follows:

New right-of-way - Construction of the proposed highway would acquire a total of 706 acres of right-of-way for the preferred alignment. Right-of-way will be purchased from 56 adjoining farm operations.

Land use - All of the right-of-way to be acquired is considered agricultural land. McDonough County does not possess a zoning ordinance. The City of Macomb possesses a zoning ordinance and administers its 1.5-mile zoning jurisdiction.

Prime farmland status - According to the McDonough Soil Survey that was prepared by the USDA Natural Resources Conservation Service, 467 acres (66%) of the right-of-way to be acquired are comprised of Prime soils, 123 acres (17%) are comprised of Important soils, and 116 acres (17%) are comprised of soils that are neither Prime nor Important soils.

Minimum design standards - This project will be constructed with management and design practices that were incorporated to help minimize disruptions to agricultural activities and limit adverse impacts to designated soils.

Landlocked parcels - Approximately 118 acres of agricultural land would be land-locked.

Severed parcels - 24 farm units would be severed (86.7 acres) creating 33 severed parcels and 7 farm units would experience 16.5 miles of adverse travel.

Uneconomical remnants - Approximately 8.8 acres of uneconomical remnants are created.

Displacements and relocations - A total of 56 farm units will be affected by the construction of the preferred alternative. Six farm and one non-farm residences, 6 of which are farm residences, and 13 agricultural outbuildings would be displaced. In addition, one farm/garden implement business at the east terminus would be displaced.

Mitigation Acres - The loss of 2.55 acres of wetlands requires a minimum 7.77 acres of wetland compensation. Seven land locked parcels (117.9 acres) and a 148 acres parcel purchased from the City of Macomb will be used for impact mitigation. A total of 320.2 acres is required for environmental mitigation.

Field entrances - All field entrances will be rebuilt to meet the new grade line of the road and widened, if necessary, to accommodate new, wider farm equipment now in use.

Drainage impacts - All tile and drainage systems will be retained, with new outlets being provided for any tile that currently empty into the ditch system of the highway.

Agricultural Conservation and Protection Area - None of the parcel is located in a County-designated Ag Area.

The conversion of all agricultural land within the 706-acre corridor would result in a potential annual loss of \$126,000 cash receipts from crops and livestock based upon statistics from the Illinois Agricultural Statistics' 2002 Annual Summary Bulletin 2002-1. (McDonough County Total Cash Receipts) + (Land In Farms in McDonough County) = (\$252/ac) x (500 ac in ag use.)

TOTAL P. 02

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

3

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 10/15/03	
Name Of Project Macomb Bypass FAP 310 & FAP 315		Federal Agency Involved USDOT FHWA	
Proposed Land Use Highway		County And State McDonough, IL	
PART II (To be completed by SCS)		Date Request Received By SCS 10-24-03	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Major Crops Corn, Soybeans, Wheat, Hay		Acres Irrigated / Average Farm Size 372	
Farmable Land In Govt. Jurisdiction Acres: 29,633,500 % 97		Amount Of Farmland As Defined In FPPA Acres: 27,695,900 % 91	
Name Of Land Evaluation System Used State Wide		Date Land Evaluation Returned By SCS 10-28-03	
PART III (To be completed by Federal Agency)		Alternative Site Rating	
A. Total Acres To Be Converted Directly		Site A	Site
B. Total Acres To Be Converted Indirectly		Site B	Site
C. Total Acres In Site		Site	Site
PART IV (To be completed by SCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland		474.3	
B. Total Acres Statewide And Local Important Farmland		128.5	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.003	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		50.7	
PART V (To be completed by SCS) Land Evaluation Criteria		150	
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		127.5	
PART VI (To be completed by Federal Agency)		Maximum	
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5)			
1. Area In Nonurban Use			
2. Perimeter In Nonurban Use			
3. Percent Of Site Being Farmed			
4. Protection Provided By State And Local Government			
5. Distance From Urban Buildup Area			
6. Distance To Urban Support Services			
7. Size Of Present Farm Unit Compared To Average			
8. Creation Of Nonfarmable Farmland			
9. Availability Of Farm Support Services			
10. On-Farm Investments			
11. Effects Of Conversion On Farm Support Services			
12. Compatibility With Existing Agricultural Use			
TOTAL SITE ASSESSMENT POINTS		* 150	
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part VI)		* 150	
Total Site Assessment (From Part VI above or a local site assessment)		* 150	
TOTAL POINTS (Total of above 2 lines)		* 300	
Selected		Date Of Selection	
Reason For Set		Was A Local Site Assessment Used?	
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
* When utilizing the State site Assessment "Corridor Factors", points are assigned to the Land Evaluation LE portion, and points are assigned to the site Assessment SA portion for a maximum score of 300 points. Note: Total Acres Change as per phone w/ P. Green 10-29-03 808			

(See Instructions on reverse side)

Form AD-1006 (10-83)

A-98

US Route 67 (FAP 210) and Illinois Route 336 (FAP 315)
Draft Environmental Impact Assessment
Macomb Area Study
McDonough County, Illinois
Federal Highway Administration Funds

PART VI-B Illinois Site Assessment <i>CORRIDOR</i> Factors	Maximum Points	Site A
1 Amount of Agricultural Land Required	30	30
2 Location of the Proposed Alignment	30	30
3 Acres of Off-Site Agricultural Land Required for Borrow Materials	15	15
4 Acres of Prime and Important Farmland Required for Mitigation	15	15
5 Creation of Severed Farm Parcels	10	10
6 Creation of Uneconomical Remnants	10	10
7 Creation of Landlocked Parcels	10	10
8 Creation of Adverse Travel	10	10
9 Relocations of Rural Residences and Farm Buildings	10	10
10 Utilization of Minimum Design Standards	10	6
TOTAL SITE ASSESSMENT <i>CORRIDOR</i> POINTS	150	144

PART VII		
Relative Value of Farmland	150	128
Total Site Assessment <i>CORRIDOR</i> Factors	150	144
TOTAL ILLINOIS LESA POINTS	300	272

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TS



Illinois Department of
Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

cc ✓ Lacy
✓ Sq. 9
✓ Environm

Rod R. Blagojevich, Governor

Joel Brunsvold, Director

January 9, 2004

Mr. Joseph E. Crowe, P.E.
District Engineer, Div. Of Highways/District 4
Illinois Department of Transportation
401 Main Street
Peoria, Illinois 61602-1111

RE: DEIS Review
Macomb Area Study
FAP 310 and FAP 336

Dear Mr. Crowe

The Illinois Department of Natural Resources (IDNR) has reviewed the Draft Environmental Impact Statement (DEIS) for the Macomb Area Study. We offer the following comments for your consideration.

The main thought that should continue to be carried out as this project progresses through the planning and design phase is to implement the "avoidance and minimization" concept of impacts to natural resources on the landscape.

Biological Resources:

Based on the information and studies completed for the DEIS there should be no adverse impacts to any threatened and endangered species. Consultation is closed on this project.

Adverse impacts will occur to terrestrial wildlife habitat as a result of this project. Even though the mitigation efforts to purchase and protect significant wildlife habitat (147.6 acres) in the area, there will be a net-loss of habitat in the over-all landscape. In the short term, with development occurring in this general area, this acquisition and the installation of wildlife structures that enable wildlife travel corridors to remain will be a benefit.



Joseph E. Crowe
DEIS/Macomb Area Study
Page 2

Wetland Resources:

The Illinois Department of Natural Resources concurs with the efforts to continue minimizing the impacts to wetlands and the implementation of the Illinois DOT Wetlands Action Plan. When final wetland impacts are known and the mitigation plan developed, IDNR review and comment should be requested for compliance with the Illinois Interagency Policy Act. Reference is made to the DEIS, Table IV-22 on page IV-47, wetland W7a. The Size of the wetland is 0.90 acres and the Total Impact reflects 0.87 acres. It would be logical that the total wetland would be impacted (0.90 acres). This should be carried through on Table IV-23 at the compensation rate listed on page IV-50, thus reflecting an increase in Required Compensation

Bicycle Accommodations:

The Illinois Department of Natural Resources would encourage the possibility of utilizing bike paths in the design where possible. This project occurs near a large university and could provide connections for recreational benefit.

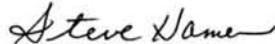
Mitigation Measures:

The IDNR concurs with the recommendations for mitigation measures outlined in the DEIS, (Section IV.Q).

In keeping with the resource policies established by the Illinois Department of Natural Resources, the Interagency Wetland Policy Act allows a three year time period for wetland impact determinations and wetland compensation plans to be implemented before having to be re-evaluated. This same three year time period applies to the reviews for compliance with the state Endangered Species Protection Act and resource studies relative to the project.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely



Steve Hamer
Transportation Review Program
Division of Natural Resource Review

cc: Tom Flattery, IDNR	Richard Nelson, USFWS	Carolyn Grosboll, INPC	File
Glen Kruse, IDNR	Newton Ellens, USEPA	J.D. Stevenson, FHWA	
Pat Malone, IDNR	John Betker, USACOE	Charles Perino, IDOT/Central Office	



525-535 West Jefferson Street • Springfield, Illinois 62761-0001 • www.idph.state.il.us

Rod R. Blagojevich, Governor

Eric E. Whitaker, M.D., M.P.H., Director

December 9, 2003

Mr. Joseph E. Crowe, District Engineer
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111

Dear Mr. Crowe

We are in receipt of your correspondence dated November 14, 2003 requesting our review of the Environmental Impact Statement for the Macomb Area Study. Staff in our Division of Environmental Health reviewed the document and offer the following comments:

1) The document states "the project corridor passes within a portion of the well-head protection area of one private well and one public well serving a mobile home park" and that "the proposed highway would have minimal impacts to groundwater quality." We agree that this is likely the case, but prudent public health practice would suggest that the water quality of these wells be monitored during construction activities.

2) The document states "because of their age, some of the buildings in the project area could contain friable asbestos." We recommend that a licensed asbestos contractor evaluate these buildings. A licensed asbestos contractor should remove any asbestos before demolition activities take place.

3) The document states "two sites affected by the proposed highway involve petroleum contamination from leaking underground storage tanks." If leaking underground storage tanks are found to be affecting indoor air in residential properties, our Department should be notified.

If you have any questions about our review of your document, please contact Ken Runkle in our Environmental Toxicology Section at 217-782-5830 or TTY 800-547-0466 (for the hearing impaired only).

Sincerely,



Eric E. Whitaker, M.D., M.P.H.
Director



KR/kr

Improving public health, one community at a time

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